

Essex County Herald.

VOL. XXXI

ISLAND POND, VT., FRIDAY, MAY 22, 1903.

NO. 2

Essex District Probate Court.
Sessions of said Court will be held at
Brighton the second Tuesday of October and
April, at Canton the second Tuesday of No-
vember and May, at West Concord the second
Tuesday of December and June, at Lunenburg
the second Tuesday of January and July.
Special sessions will be held at any place in
the District by agreement.
ROBERT CHASE, Judge.

W. H. BISHOP,
Notary Public with Seal
Herald Office, Island Pond, Vt.

DALE & AMEY,
Attorneys
Collections made and promptly remitted.
ISLAND POND, VT.

H. W. BLAKE,
Attorney,
ISLAND POND, VT.

MAY & SIMONDS,
Attorneys at Law
St. Johnsbury, Vt.

A. ELIE,
Physician and Surgeon
Cross Street, Island Pond, Vt.

H. E. SARGENT
Physician and Surgeon
Office at Residence Main St.,
Island Pond, Vt.

E. N. TRENHOLME, D. D. S;
Dentist.
Office Brighton Store Co., Island Pond, Vt.

G. E. CLARKE,
Undertaker Funeral Supplies
Office in The Block, Island Pond, Vt.

L. W. STEVENS,
LICENSED AUCTIONEER,
Deputy Sheriff.
Island Pond, Vt.

E. A. BEMIS,
Deputy Sheriff.
Island Pond, Vt.

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and secure the best territory.
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Doctors find
A good prescription
For mankind.

The 5-cent packet is enough for usual occa-
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a supply for a year. All druggists sell them.

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BY MAIL**

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most prosperous town in north-east-
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able to pay liberal dividends. The
Passumpsic Savings Bank accepts
deposits by mail, for which its card
system is especially adapted. De-
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SOON MEN MAY FLY.

**What Professor Bell's Latest Inven-
tion Offers to Humanity.**

Navigation of the air has at last been
solved. At least that is the announce-
ment made by Professor Alexander
Graham Bell, inventor of the tele-
phone, who in a recent paper read be-
fore the National Academy of Science
at the National museum, Washington,
described his latest invention, which
makes it possible for men to fly.

This is the first time that Professor
Bell has made any definite statement
on the results he has attained in aerial
science, and his new kite, according to
experts, comes nearer being a flying
machine than anything heretofore in-
vented.

Describing his kite, which was illus-
trated by models, Professor Bell said



PROFESSOR ALEXANDER GRAHAM BELL,
that he has discarded the old idea of
a box kite. His new invention presents
the form of a triangle, from whichever
side it is viewed. In other words, the
frame is a perfect tetrahedron, which
experiments proved was braced in ev-
ery direction, and, moreover, that the
lifting power increased at a greater
ratio than the increase in weight.

By combining a great number of
these tetrahedrons he has recently
built an immense kite, with which he
successfully lifted not only a man, but
a weight of 200 pounds, showing the
vast improvement over all previous
machines of the same order. By the
models that Professor Bell exhibited
it was made clear that the tetrahedron
kites can be grouped together in any
number and in any form desired. In
this way he has constructed an air ship
capable of supporting a weight of 200
pounds. This scientist believes to be
the greatest advance yet made toward
the eventual navigation of the air.

Professor Bell's recent discoveries
have been eagerly received by sci-
entists. His experiments looking to
the construction of a flying machine
have awakened general interest through-
out the country since it has been known
that he has been experimenting in that
direction.

Professor Bell spends his summers at
Cape Breton, Nova Scotia, and there he
has conducted the experiments which
have resulted in at least an approach
to the solving of the problem which has
interested mankind since the beginning
of the world. Professor Bell invented
the telephone twenty-seven years ago.

BISHOP OF LONDON.

**Prelate Who Received Protest
Against Vanderbilt Marriage.**

Because of the recent letter sent to
the bishop of London by a number of
the clergy of the diocese protesting
against the action of the rector of St.
Mark's church in performing the mar-
riage ceremony of William K. Vander-
bilt, a divorced person, the rector of
St. Mark's may be reprimanded by the
bishop.

Dr. Ingram is the leader of the party
which opposes the marriage of divorced



RIGHT REV. A. F. W. INGRAM,
[Bishop of London.]

persons. As canon of St. Paul's he
draws great crowds to the cathedral
when he preaches. He is noted for his
earnestness and his democracy.

The Right Rev. Arthur Foley Win-
nington Ingram, bishop of London, is
one of the youngest and most popular
men who have ever held that high of-
fice. His promotion two years ago was
in the nature of a surprise. Dr. In-
gram, who became an earl with his ap-
pointment to the bishopric, is a pro-
nounced radical, and the conservatives
did not relish his appointment. Dr.
Ingram is forty-three years old and un-
married.

The Great Auto Race

Men Who Will
Represent
America in the
International
Contest For
the Bennett
Cup

THE automobile blue ribbon race,
the contest for the James Gor-
don Bennett cup, which takes
place this year in Ireland and
is open to all automobile clubs, will
possess unusual interest to Americans
by reason of the fact that three of
their intrepid countrymen will try
conclusions in skill and daring and in
the speed and quality of their ma-
chines with the crack automobile driv-
ers of the world over 360 miles of
Irish road.

The contest for the Bennett cup is
for the world's championship, and
Alexander Winton, Louis P. Moers
of Cleveland and Percy Owen of New
York are the Americans against whom
the automobile clubs of Germany,
France, Great Britain and other na-
tions will pit their most famous cham-
pions, most of whom are veterans of
many a famous road battle. Of the
Americans Winton alone has had ex-
perience at the European racing game,
and that only on one occasion. Moers
and Owens have hitherto only partici-
pated in track contests, far less dan-
gerous forms of racing the swift and
powerful road locomotives.

The result of the race will not only
determine who is the champion cham-
pion of the world, but will also go far
toward settling the much discussed
question of superiority in automobile
building.

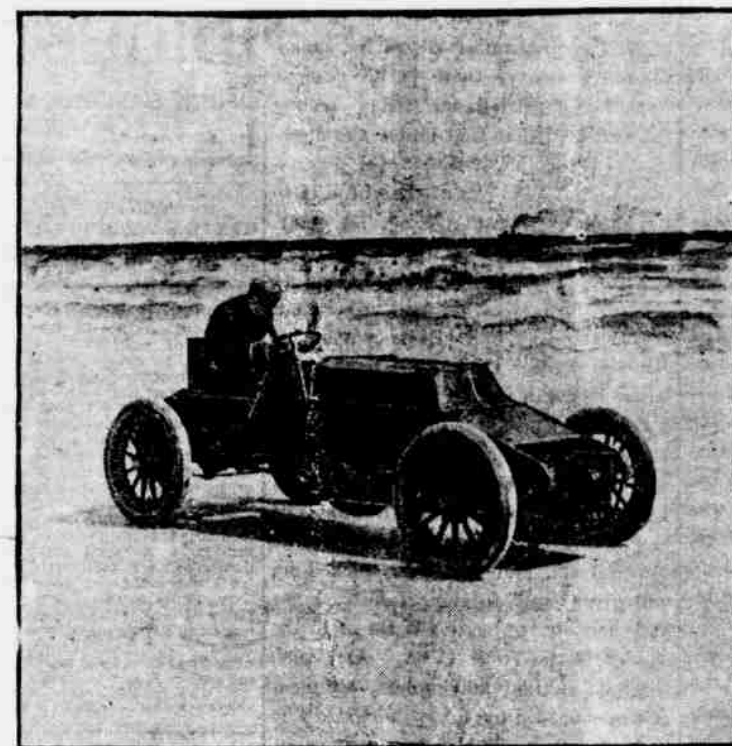
Fighting for the coveted trophy of
automobile building on the European teams
will be such noted chauffeurs as Henry
Fournier, winner of the Paris-Madrid
race and holder of the American mile
record of 0:51 4/5; Rene de Kuyff, vic-
tor in the Paris-Bordeaux contest of
1899 and leader the first day in the
Paris-Vienna test of last year; S. F.
Edge, who captured this same James
Gordon Bennett cup for England last

eight years old. He drifted from the
insurance business into automobil-
ing. He is known in club land as a popular
member of the New York Athletic club
and the Automobile Club of America.
Owen is a nervous and skillful and will
push his machine as fast as the most
daring. Unless some accident occurs
he should be well up with the first
bunch in the dash over the roads of
Ireland.

Owen has been racing automobiles
for three years and is the possessor of
many trophies won at the Providence,
Cleveland and other meets. The proudest
feathers in his racing cap, however,
are the American mile straightaway
record of 1:17 3/5 for gasoline ve-
hicles from 1,000 to 2,000 pounds
and also the kilometer record of 0:47
for the same class. Both were
scored on Staten Island May 31, 1902.
Most of the track records and victories
of the famous Winton "pup" were
made under his guiding hand.

Louis P. Moers is the daredevil of
the American trio. He is a full blooded
Yankee and first saw the light in
Massachusetts thirty years ago. He is
fearless to recklessness and is in his
element when aboard a racing automob-
ile. He looks the part, too, with his
freckled face and sandy hair and de-
termined visage, a typical Yankee
fighter who will never give up so long
as his machine is on wheels and has
power enough to keep it on the jump.
And this same pugnacious face bears
more than one scar, reminders of little
mishaps that have befallen him while
pushing his automobile along at its ut-
most speed. Moers, like Winton, was
originally a bicycle builder. At one
time he was superintendent of a fac-
tory.

It takes a superabundance of nerve
to be a driver of an automobile racer.



ALEXANDER WINTON SPEEDING HIS RACER AT PALM BEACH.

year; Charles Jarrott, achiever of a
straightaway mile in 0:46, and Baron
de Katers and Herr de Grass, cham-
pion drivers of ponderous German
speed cars.

Alexander Winton was the first of
the American chauffeurs to volunteer
to build and drive a machine in the
race and so made possible an American
team. Accordingly he was chosen by
the contest committee as the nucleus
of the team. The selection of Moers
and Owen as the two other members
followed the recent speed tests on Long
Island.

Winton is the designer of the racers
to be driven by Owen and himself. A
small, wiry, nervous man of forty-
three is this champion of American
racers. Born in Scotland, he came to
this country twenty years ago. His
mechanical cleverness soon placed him
in charge of a marine engine shop in
New York city. Later he took up his
residence in Cleveland and became
prominent as a manufacturer of bicy-
cles. In 1895 he designed and built a
vertical gas motor for automobiles.

In 1900 he represented the Automob-
ile Club of America in the Gordon
Bennett cup race, which that year was
run from Paris to Bordeaux. After
125 miles of racing he ripped a tire off
in rounding a corner, but continued for
twenty-five miles farther on the run
before stopping. At one point in the
race Charron, who was second, led him
by an hour, but was forced to lay up
two hours for repairs. This would
have made Winton second had his
wheel been intact and permitted his
going farther.

Winton is the holder of the world's
mile track record of 1:02 1/4, made at
Cleveland Sept. 16, 1902, and of all
fast records up to ten miles in 10:50
that were scored the same day. In a
straightaway trial on the Ormond
Fla. beach in March, 1903, he drove
the Winton Bullet a mile in 0:52 1/5,
the fastest mile ever made by an Amer-
ican automobile. The same day he
scored 10:26 1/5 for ten miles, including
a complete turn.

Percy Owen is the Adonis of the
team. He has blue eyes, blond hair
and a well set up figure of medium
height. His conversation is witty, and
his style is altogether typical of the up-
to date young man. Owen is a native
of Oswego, N. Y., and he is twenty-

ASSISTANT TO FIALA.

**Facts About "Alaska" Peters,
Who May Find North Pole.**

WELL TRAINED FOR ARCTIC WORK

**Scientist Chosen For Ziegler Expe-
dition Can Stand Hardships and Is
Original in His Methods of Pre-
paring For Trips to the Far North.
Takes Daily Ice Water Baths.**

William J. Peters, better known to
Washington scientists as "Alaska" Pe-
ters on account of his numerous
and perilous trips into the most north-
ern part of that country, who has been
selected as scientific assistant to Cap-
tain Anthony Fiala, who heads the
Ziegler expedition in search of the
North pole, became famous all over the
United States by his unique methods
of preparing himself constitutionally
for his ice journeys, says a Washington
special to the Chicago Tribune.

Peters starts in by taking a daily
bath in ice water, wears summer
weight clothing in the dead of winter,
and he lives not only without fire, but
upon the food best suited to a life of
constant exposure.

Mr. Peters is original in his methods
of exploration, and he completely fas-
cinated Captain Fiala with his com-
mon sense plans for reaching the north
pole. His theory is that the failure of
former expeditions is attributable to the
fact that the material side of the
journey was not sufficiently studied
out before starting.

When Mr. Peters knew some years
ago that he was to lead a party head-
ed for the gold fields of Alaska and that
hundreds of men had perished from
cold and hunger on the way, while
others arrived sick and worn and poorly
prepared to cope with the rugged
life of a miner in that frozen country,
he methodically began to study the sit-
uation. His plan was to learn all that
was possible about the food, clothing
and habits of the people in the land of
ice and snow and as nearly as possible
train himself in the same way.

This theory only partly applied to
Alaska, for little was known of the
customs and habits of the Eskimo ex-
cept the meager stories brought by
naval officers and whaling vessels.
So his study was incomplete until he
was thrown among the natives them-
selves. With this knowledge Mr. Pe-
ters' second trip was comparatively
easy, and before he started for the land
of snow and ice he underwent the most
rigorous physical training. The winter
before he started he wore nothing
more than summer clothing, walked
and rode through the worst and coldest
weather as much as possible, practi-
cally living outdoors by day and sleep-
ing in a fireless room with open win-
dows at night. He selected a diet as
nearly akin to that of the natives of
Alaska as possible and lived the most
simple and regular life.

He found his training of the greatest
possible advantage, but he did not stop
with this. One of the customs of the
natives of Alaska was to strip in their
tents and run over the snow to a pond
near by, where a hole had been cut in
the ice, and take a quick plunge. This
method he followed out with good re-
sults. He continued to eschew dain-
ties and the lighter food and lived like
the natives.

As a result of this simple, rugged life
Mr. Peters probably is the best equip-
ped man in the United States for an
arctic journey. He is of slender build
and straight as an arrow and at once
impresses one with his wiry, vigorous
constitution.

As a scientist Mr. Peters is thought
of in the most serious way by men
much older in the service. He has been
in the employment of the geological
survey for twenty years and for at
least ten years has been looked to for
his share in the discovery relative to
the north pole. It frequently being said
that he was the man for whom the
honor waited.

Finding in his exploration of the
Arctic ocean through northern Alaska
that the instruments at his disposal
were not well adapted to the scientific
work required by the government, Mr.
Peters invented, among other things,
a stemoneter for the purpose of de-
termining distances over small angles
with the greatest possible accuracy.
He is a topographer, and his work in
this line as well as his astronomical
work is highly valued by the scientists
of the United States and the old world.

Mr. Peters proceeded to map out his
journey within the arctic circle with
the same uniqueness and precision that
characterize all he does. He headed
straight for the great divide separat-
ing the Arctic ocean from the Yukon,
and, reaching the head of the Yukon
river, he utilized canoes he had carried
on sledges for a swift passage down
the river.

When the head of the Ziegler expe-
dition wrote to the Geographic society
at Washington for a man to act as as-
sistant Mr. Peters was at once selected
as the one best suited.

There are several scientists under
Mr. Peters, and he has charge of the
meteorological, astronomical and other
observations. As practically the same
conditions obtain which he met in oth-
er northern trips, it is considered a
fair chance that he will be the man
first to reach the north pole, and when
he does he will be able to give the
most practical and scientific informa-
tion relative to it.

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will spend \$5,000,000 soon for extensive
additions to its plant.

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knowing how to play this pleasant game
will be instructed free of charge.

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they are great.

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Natural Leaf, in sealed packages.

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